



# NEWSLETTER

## MAY 2011

What to say about recent weather that we haven't all noticed. Certainly there appears to be the 'Dark Side' calling, with many more up and coming HG pilots than I can recall since joining the club. Many of them reversing the trend of HGs taking up PG, but also a few novices coming straight in for the performance machines. It's not so long ago that it seemed to be the dying side, but now if you can afford the initial outlay, and regular uprights, there seems to be fresh scope to fly on more strong days than the PGs, and it has been paying off this spring.

### **April Meeting minutes**

Apologies:

Tim Pilling, Julie S, Alan H, Paul C, Andy H, Darren Sheperd, Robin Mills, Matt, Jim Fish.

### **Kernow Club 'Invasion'**

Keen Kernow members would like a 'guided tour' of our better XC sites (dates proposed were 14<sup>th</sup>/15<sup>th</sup> May). Dougie warned that sites were small, so can't handle many at a time. In practice pilots are likely to come in a car-load, so this shouldn't be a problem. Dougie was going to speak to them.

### **Algodonales Trip**

Bob explained that the trip had been disappointing with 7 out of 11 days blown out. Jim had gone with him, but was now planning to go on the Olu Deniz trip [which I gather was a great success].

### **Members List**

It was agreed that the abbreviated mailing list would now be e-mailed to members.

### **May Meeting**

Jeff Hoer has been confirmed to give a talk on 'Flying Free and Powered in Western Europe'. Jeff is the Condors Chief Coach and is known to many of our members. He has given coaching and pilot lectures, which we have joined in on. Jeff has many years experience flying HGs, PGs and Microlights (with Mark N) and recently pursued Paramotoring. His talk will last about an hour with stills and video footage.

It is expected this will generate a lively question and answer session, so should be good fun.

### **June Meeting**

A number of members will be away on the Laragne Trip, but considering asking others to talk on their recent XCs.

### **Flying Websites**

A presentation was given on useful websites that members may like to use. Details are appended below.

### **Other News**

### TURKEY trip in May

Julie & Mark, Mick & Lyn Boarer, Andy & Trish Holt, Jim & Anjie Saunders, Steve & Carol,(Coley). All went to Olu Deniz around the 2nd May for 2 weeks. This was apparently very successful, with most days flyable and we expect some feedback at the next club night.

### Tim's Wedding

Congratulations went to Tim Pilling on getting married this month, however not a flying honeymoon.

### New CPs

As mentioned in the intro we have several pilots progressing well on Hang Gliders and the following achieved their CP this month: Sam Allum, Paul Cioffi and Trevor Harnett.

### **Other Flying News**

Thursday 28<sup>th</sup> April, before Club Night, Paul went to King Tor:



On a clear blue day arrived with Robin Mills just after 3pm to join Colin J, Colin B, Mark A, Jim Fish, Jim Mac and Jon Thorn on the hill. Robin Mog had just gotten away and Mike C was the only one flying at that stage, testing the strong winds with his new Niviuk Artik. Quickly joined him to be hoovered up to around 700ft ato, plenty of lift about but the strong wind made it difficult to go with the thermals as one or two 360s would take you over the back and nail you in the compression. I found it better to push further out forward towards the bottom wall, connect with a thermal, gain height back to the hill with a few 360s then push forward again and repeat until enough height gained to go with it. Robin Mills and Mat did well to get away first and were promptly followed by myself and Colin B. We connected with a decent thermal that sucked us up the valley to the left of take off. Colin B was further ahead and had quite a bit more height than me, I left the hill with not much more than 700ft but was in good lift so went with it. Drifted with the thermal to the valley behind to see Robin going down, Colin had changed his track and pushed back up wind and gained decent height. Thought I had blown it at this stage as I was just drifting in 1-2 downs. I had to work hard to find lift of 0's and 1's and stay in it. I caught sight of a downed Mat upwind towards Beliver Tor and plantation so thought I would glide over to land next to him. In doing so, with no more than 300ft above ground, got wiff of something working and went back for some more, a cracking low save saw me grinning with delight as I locked on, knowing this baby was going to take me back up. Then suddenly, it got a bit scary as the air went crazy, I lost all control and was

reduced to a mere wrag doll being tossed about by rabid K9, I lost both wing tips and desperately held on in an attempt to re-gain any stability. I was then sucked into the intense core and locked, butt cheeks clenching into a deep spiral dive but going up. After 3 or 4 wallace and gromit gritted teeth spiral turns, was spat out and I dashed away for some safety. After a few stern words to myself, I regained composure and pressed on. With a bit of height now on side, I found more mellow lift and topped out at about 1700ft ato. Was then great to be joined by Colin B, wing tip to wing tip at times and we worked well together for the remainder of the flight taking us towards Princetown via the Ashburton Road. Was plenty of lift about and was tempted to go downwind over the baron moor towards Lee Moor but instead opted for the comfort of Princetown. I left Colin for a glide in sink across wind to the Plume of Feathers and landed grinning like a Cheshire cat on the moor just behind the campsite. Colin by this time had gained some more decent height and probably could have gone on to Yelverton but instead put an upwind glide in to join me for a cool ale at the pub with retrieve drivers Robin Mills, Colin J and Mike C. Cracking way to end the day in great company. Smiles all round! Martin Foley had got away earlier in the day and landed the other side of Princetown so well done there too.

### Wed 4<sup>th</sup> May Bill had light wind at Strete:

Arriving at 1015 I put the Xtralite over the wall & it was 12 mph ESE. Knowing it was still too light for hang gliders, I took my time getting back to take off at 1115. A voice aroused me from my rest - It was Pete Dixon from Slapton, who agreed it was light for hang gliding & said he would get his paraglider. I was putting in the last of my battens, when he took off at about 1150. He managed to gain height turning left after a struggle into the wind blowing along the cliffs from *Asherne Point* & had 10 or 15 minutes before landing at the bottom. I stayed waiting for conditions to improve. They didn't change and at about 15:15 I waited for a gust & took off - top to bottom - no point in turning left in the light wind after losing so much height in taking off safely! This was the first flight since February & it helped to restore my confidence after my last flight at Beesands in light winds, when I only just managed to take off & landed badly as it started to rain.

I had just got back to my car when Robin phoned on his mobile from outside *The Cricketers* at Beesands where he had just landed for a pint! He told me he had flown & met Peter & Bob Moore had turned up later. Also a hang glider had taken off & managed to top land! I don't attempt to fly at Beesands at the moment because it is such a long carry across two fields & over the hedge & barbed with to get to take off there now.

### Bob reported

Robin Mog, Pete Dixon and I flew at Beesands, which for a change was actually ESE making the run along the coast possible. Robin M got over Hallsands to Start Point Car Park, but I flew later and the wind had dropped. Still over 200 ft ato. Pete Dixon flew Strete and Beesands, floppy and HG.

### Sunday 8<sup>th</sup> May Mark N reported:

For those who may have gone out -it was flyable at Struddick but not really worth it! I measured the wind speed as 22 mph on take off -but as soon as I climbed out it was clear that wind speed increased markedly with height. At around 800 ato I was probably flying at 30 -35 mph to stay in front of the hill. It was also quite turbulent.

I flew to Millendreth and over to DOWNDERRY but wasn't having lots of fun so decided to land after 35 minutes. I nearly chose to land on the beach to be safe but lazily chose to top land by the van -and it all worked out ok.

### Tuesday 10<sup>th</sup> May Bill Reported:

Driving to [Freathy] at about 1230 the flags were up on the firing ranges at Tregantle, it was just after high tide at 1130 & the wind was strong - over 20 mph SW gusting over 25! However Alan & Mike Wood were rigging at Freathy. Martin Reed was hangwaiting too & I took my time to rig up. Mike Wood took off just after 1400 when the wind had dropped back to 22 mph. Alan had his old *Ace sport* with a pink leading edge as his *Atos* was being serviced. He had not flown it for 8 years, but had used it for 12 years earlier. He took off at about 1420 & I followed at 1425. The take off was tricky & we all dropped the RH wing as we launched!

Going towards Polhawn the wind was southerly coming off Rame Head & the road junction was in the rotor there. I had about 300' before turning back & past take off towards Tregantle. I had about 400' passing TO but lost 150' crossing the next gap & car park before getting to Tregantle. The flags were down on the ranges & I managed to build up 400' foot again before crossing the ranges to the golf course at Craffhole. I arrived just above the cliff top at Portwrinkle but recovered 300' above TO height again. I crossed half of the village, but was losing height & knew that when I reached the bowl on the far side I could not get any further so turned back and was only 100' above TO when I found lift again. I Hung around to see if Alan would follow, as he was well above me when I left the cliffs before the ranges, but he was missing the performance of his *Atos* - especially on penetration! Knowing that I would lose a lot crossing the ranges, I got maximum height before crossing back. At least there was plenty of beach in front of the ranges now as an emergency bottom landing as it was past half tide. I arrived passing the fort about 50' above TO & was very relieved to

be back in lift again. I stayed within reach of the beach while I recovered some height again - it seemed to take a lot of beats here & I wondered if the wind was dropping. This was a possibility & I could not afford to fly back to take off without 300, in hand as there was no bottom landing along the way! I got back to Freathy OK & flew down to Polhawn again. Conditions did not seem to have changed - wind direction & my height there. After an hour I landed & joined the others on the hill - Pete Dixon from Salcombe & Martin Reed. The wind was still 22 mph SW. Mike Wood landed after 2 hours & Alan with a similar flight time at 1615. When the wind dropped back to 17 mph Martin Reed rigged & also Peter took off. It was sunny all day on the coast but looking inland it was dark & appeared to be raining on the high ground. Alan & I de-rigged & left about 1730. A great relaxing day in the sun (apart from the tricky take-offs!). Bill

#### Wed 11<sup>th</sup> May Sam reported:

Had a lovely flight at Chapple Porth yesterday. Nice and sunny and a good turn out of Cornish pilots. Conditions were excellent with 400 - 500 ATO possible. Was able to jump the gap heading south for the first time, flew from the St Agnes lookout to Porth Towan, not an epic ridge run but good fun after a bit of a flying drought.

#### Friday 13<sup>th</sup> (not unlucky this time) May Editor reported:

Arriving at 'Withnoe Barton' 12 noon I saw Kernow Bill driving up ahead of me, so was pleased to have the company. He warned it was f/c to increase and go W later, so we decided to launch sooner rather than later. Being ready first I was somewhat concerned it was very 'top end', but surprised myself with a nice clean launch, although slow progress over the road. I turned left and stayed out to sea until sure of what was happening.

After about 5 mins I turned back to see how Bill was getting on and spotted him heading over Tregantle beach fairly low (no red flags flying). I set off in hot pursuit as he pushed on to Portwrinkle recovering height. Topping up to only 200' ATO I easily crossed the ranges (1st time for me) and slowly progressed to Portwrinkle Golf Course (Bill heading back by then). Although I wanted to get nearer the village, I felt progress was getting slower and looked out to sea to see plenty of white-caps - time to head back.

Arriving back at T/O I lost height over the sea and landed standing up on the speed bar (zero ground speed) with hands off the brakes and high up the C's for the last 20'. This time I didn't get dragged [another story]. Bill landed shortly after (using Big Ears to lose height) and we measured 18 - 22mph on T/O, with gusts of 25mph, so called it a day. Managed to contact Robin in the queue for the ferry and he turned back.

#### Sunday 15<sup>th</sup> Bill was out again, this time at Woolacombe:

I did not arrive until about 1300. Approaching the site from long way behind the hill from Braunton I could see a hang glider high above the hill. I arrived to find a 15/20 mph westerly - too strong for paragliders, but lots of hangies on site. I eventually took off at 14:25 and immediately got over 200' and worked it up to 300' & later 400'+. I went across to the pimple & got forward & to the stream before turning back. On the other (South) end of the beach a hangie was right in the corner of the cliffs by the hotel. When I followed I found the last bits of cliff were in the shadow of the *Putsborough cliffs* & turned back to the main hill. The lift came & went. Sometimes returning to the hill it was a struggle to maintain 230' above take off & I could only manage a maximum of 300'. I eventually landed after 40 minutes, as there were several other gliders in the air & I was tired. I managed to sprain my wrist on landing, but walked forward & with help, passed sideways through the gate & parked on take off again.

There were up to 10 hang gliders flying or rigged ready for take off at one time. A lot of pilots had not flown for a long time & many took off from the coastal footpath at the front. There was an even mix of kingposts & topless. Brett Wright & his brother were there & other old pilots whose names I have forgotten. Brett flew very fast & low while Simon, very high, crossed to *Morthoe*, without seeming to lose height. Another topless followed & was nearly as high at Morthoe, which caused another glider to try but he turned back after losing too much height to safely make it.

I took off again at 1625 & had the sky to myself. I managed to get over 500' and tried for *Morthoe* but was losing so much height by the time I reached the end of Woolacombe beach I turned back & was level with take off when I hit lift again. The lift had waned again & I was only getting 230' for a while so after 20 minutes I turned back to land - in the field near the gate where my car was parked. I loaded up & left the hill at 1700 and had a fast trip for the 75 miles back across the moor & arrived home at 1945 - all unloaded by 2000!

#### Same day, Geoff took his HG to Sourton:

I got to Sourton about 12 yesterday to find it quite overcast with high cloud; Keith had been up to the waterworks before and said it was blowing to about 20. Decided to walk up anyway and was rigged and ready by two. Rang the ranges no. and was reminded it was 10tors weekend, no firing but extra helicopters! When I launched into a quite stiff breeze there was no sun on the ground but plenty of cumulus about. I could see two groups of army tents, one at the top, one at the bottom. Not wanting to piss off anyone with a gun or a helicopter let alone both I didn't even do one beat up the ridge but flew out front into wind towards bridestow. It was surprisingly lify given the greyness. Base was

around 3000' I think, I got to about 2800'. Wanting to stay off the moor I kept flying back up / crosswind and landed at widgery bl. No distance, but a pleasant time all the same. Thanks to Keith for picking me up.

#### Same Day Paul was at Perran:

Went down to Perran on Sunday with Robin Mills for a day's HG training with Phippsy. Conditions were ideal from 09:00 onwards up until 16:00 when there was no beach left. I enjoyed the first flight of 20mins or so but messed up the landing big time and ended up going pole vaulting damaging the leading edge and both uprights of the glider, luckily no damage to me but for a cut finger - my fault entirely! Still after a bit of re-composure and a spot of lunch, I went back out again on one of Phippsy's gliders and enjoyed a lovely flight with a nice top landing to boot to complete my hill endorsement. Robin Mills came down and was the plan for him to fly my glider but with that out of action after its first flight, Sam stepped in and kindly let Robin fly his glider after he had enjoyed some pleasant flying conditions. Robin flew for half hour or so and put in a nice top landing just as the wind had picked up. Also at Perran was Trevor from Paignton who did really well on his first hill training day so it shouldn't be too long before we see him out on our sites too.

#### Thursday 19<sup>th</sup> May Editor went to Freathy:

Arriving at 1:20 I was perturbed to find 2 stiffies rigging (the Reed Family Flying Circus) and blowing 16 - 18mph bang on SW. I therefore waited around 40 mins, watching Michael launch into smooth air, before deciding it wasn't going to ease soon, but that I could handle this. I launched smoothly and progressed down to Polhawn fort without any problems (200 - 250' ATO), but lost height when going towards Tregantle. I therefore settled for the armchair view of Martin taking turns coaching and then flying; buzzing The View Cafe at v.low level several times.



After 45 mins I felt the lift was improving and was making 400' ATO without trying, so went back towards Tregantle. This time progress was slow, but I maintained 200' ATO, so pushed out the speed bar to get to the Red Flag and actually went up! Greeted by a volley of rapid fire, I decided they didn't like me sitting up there watching in comfort, so headed rapidly back to T/O to find M&M de-rigging.

I lost height over the sea and approached at 100'ATO, but turning over the end of the field promptly climbed to 180' and made little progress westwards. I gave myself another try (mentally preparing to head for the large beach if this didn't work) and came in at 70'ATO almost directly in front on the gate and this time

descended in the usual place, but was tossed about in some rotor coming WSW over T/O. Safely down I then measured 22mph, gusting 25, on T/O. It felt bang on, but Martin pointed out the wind lines were well off to the West, and predicted the sea breeze would soon switch off, so packed up. Total 1 hr 20 mins flight.

Same day Allen went to Polhawn corner:

I flew in the Polhawn corner just after 6. It was about wsw but very buoyant. Managed to get out to the chapel on Rame Head and back, a first for me.

Same day Robin was with a crowd at Sourton:

Got to Sourton T/O about 12.30 - not very promising - very light winds and mostly clagged in. People were scratching or going down. Pilotwise there was a mix of skygods (Innes, Craig and his mate Adam), the North Devon crew (great to see Richard "the fireman" back on the hill looking fit and well after his heart attack on Corn Ridge earlier this year) and locals Ivor, Malc and myself. About 1.15 the sun broke through in patches and things started to improve. Suddenly front of T/O looked like a competition start gate with 5 or 6 wings all trying to turn different ways in the same 100ft thermal! Malc and I decided patience was the better part of valour or sentiments to that effect and continued parawaiting. Soon the skygods got high and went off into the distance, Innes and Craig towards Brent Tor and Adam to Okehampton.

Eventually I took off about 1.45 without much confidence of staying up but stumbled into a weak thermal almost immediately at the north end of the ridge and gained 1000ft before losing it. Malcolm seemed to be finding some lift at the south end so I headed that way and was rewarded with a slow but steady climb to base (first time for me this year) at 3000ft @T/O. What to do? - cloud cover was about 6/8 so a moor-crossing didn't look very inviting. Meldon quarry was in sunlight so I headed there passing Adam on his way back from Okie. Got there without losing much height (one thing with cloudy weather - the climbs are weaker but on the other hand there's less sink around!) but didn't find any lift so carried on to the Army camp. Got some weak lift there but after drifting a k and it not getting any better decided to head back to the camp where there was a darker bit of cloud over it. Big mistake - with all that tarmac and tin-roofed building you'd think it would be pumping, but no, nothing, so landed beside it - two lifts got me back to the car fairly quickly though I had to walk out of Okie for the second (there's a two hour gap in the 118 bus service to Tavy in the afternoon if you're thinking of getting back that way).

A couple of pints in the Fox and Hound listening to derring-do stories of competition flying from the skygods (....my risers were twisted like a rope ....fighting the G-forces of the spiral, I managed to kick out the last twist and reinflate the glider inches from the cliff....) was a fitting way to finish what was a pretty good day in the end.

Friday 20<sup>th</sup> Mike C took his HG to Freathy:

Lovely flight today at Freathy, 750 ft ATO. Made it to the other side of Port Wrinkle but the breeze was too far off to the west to attempt to get onto Battern Cliffs.

30mph on the hill when I left at 15:00. Thanks to Mr and Master Reed for their assistance.

Saturday 20<sup>th</sup> Roger was at Struddicks:

Good day for stiffies at Struddick on Saturday. Arrived at about 11.30 to find Alan and Andy checking out the wind - about 12-18mph just off to the west. Chris from the Kernow club arrived with his new Sport 2, followed by Mike Connatty and Bill. Lift was typically "Struddick smooth" but with the usual "crap" after t/o until clear of the hedge, and occasional drizzle passing through. Some flew through it but I elected to land - not knowing whether the rain was going to strengthen the wind or to kill it - plus I didn't want to get my camera wet!

Phippsy arrived early afternoon with a pupil in the final stages of his hill conversion course and with the tandem.

Orographic cloud started to form on the cliff about 4pm and having had some good flying we packed away. The aim had been to get "current" before Laragne and at the same time to avoid bending the kit - so both objectives achieved!

## For Sale

### **Firebird Matrix Medium (still available), DHV 1/2 .**

I bought the glider new from Simon Murphy in July 2004. It's blue and white, still quite crispy, probably less than 60 hours, no tears or damage of any kind. I think its in very good condition. Of course it's old technology now and not as good as the later Firebird Grid and Spider. It would be a good, safe, first wing for someone new to paragliding.

I would like around £450. Anyone interested? Mark Nicol 01752 896597 / 07773331964

Below is the list of paragliding equipment that I have been asked to sell.

The equipment belonged to a paraglider pilot who has recently died of a heart attack -definitely NOT paragliding. His mother phoned me last week asking if the club would want the equipment and said that she didn't want any money for it. I explained that as a club we didn't own equipment but that I could sell it and give the proceeds to the Devon Air Ambulance. She thought that this was a good idea.

**Nova Ra wing size medium.** DHV 2,. the take off weight range is 90 -112 kg. The wing is in fantastic condition. Virtually unmarked. -£500

**Charlie stirrup Harness** - old, a little scruffy £75

**Small reserve** -would suit an all up weight of 85 kg -£150

**Open face helmet**, medium size, as new £ 20

please give me a ring if you are interested. **Mark Nicol - 01752 896597**

**Next Meeting** is on Thursday 26<sup>th</sup> May at the **Royal Oak, South Brent**, meet at 7:30 for 8:00pm start. Directions (roughly) are to go into the town centre from the roundabout before (westbound) or after (eastbound) the London Inn. The Pub is in station road (near the station car park) to the right, when you get to the middle.

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### Appendix of Useful Websites for you to try

#### **Forecasts**

<http://www.metcheck.com/V40/UK/FREE/today.asp?zipcode=Saltash>

[http://www.metoffice.gov.uk/weather/uk/sw/sw\\_forecast\\_wind.html](http://www.metoffice.gov.uk/weather/uk/sw/sw_forecast_wind.html)

<http://www.xcweather.co.uk/>

[http://expert.weatheronline.co.uk/uv90\\_frame.htm](http://expert.weatheronline.co.uk/uv90_frame.htm)

<http://www.accuweather.com/ukie/index.asp?partner=accuweather&myadc=0>

<http://rasp.inn.leedsmet.ac.uk/RASPTable.html>

<http://www.windfinder.com/forecast/dartmouth>

#### **Current Conditions**

<http://www.dartcom.co.uk/home/index.php>

<http://skylinkweather.com/metar/metarmapindex.php?stationid=AC16&maptype=wind>

<http://www.nci-frowardpoint.org.uk/weather.htm>

<http://www.polruan-nci.org.uk/weatherpage.htm>

[http://www.nciexmouth.org.uk/web\\_camera.htm](http://www.nciexmouth.org.uk/web_camera.htm)

[http://www.channelcoast.org/data\\_management/real\\_time\\_data/charts/?chart=98&tab=met&disp\\_option=](http://www.channelcoast.org/data_management/real_time_data/charts/?chart=98&tab=met&disp_option=)

<http://www.newquayweather.com/>

<http://www.wunderground.com/wundermap/?lat=50.44089&lon=->

[3.87817&zoom=9&type=hyb&units=metric&rad=1&rad.num=1&rad.spd=25&rad.opa=70&rad.stm=0&rad.type=N0R&rad.smo=1&rad.mrg=0&wxsn=1&wxsn.mode=tw&svr=0&cams=1&sat=0&riv=0&mm=0&hur=0&fire=0&tor=0&ndfd=0&pix=0](http://www.wunderground.com/wundermap/?lat=50.44089&lon=-3.87817&zoom=9&type=hyb&units=metric&rad=1&rad.num=1&rad.spd=25&rad.opa=70&rad.stm=0&rad.type=N0R&rad.smo=1&rad.mrg=0&wxsn=1&wxsn.mode=tw&svr=0&cams=1&sat=0&riv=0&mm=0&hur=0&fire=0&tor=0&ndfd=0&pix=0)

<http://www.bigsalty.co.uk/home.php#>

<http://www.paraglidingmap.com/>

#### **Webcams**

<http://www.looe.co.uk/webcam/webcam.htm>

<http://www.looebaycaravans.co.uk/webcam2.htm>

<http://www.lymeregis.org/webcams/cobb-webcam>

North Devon beaches <http://www.eyeballhq.tv/>

Mounts Bay / Penzance <http://62.49.17.87:8000/popup.html>

Plymouth Sound <http://bluesound.org/webcam>

#### **Others**

<http://magicseaweed.com/Perranporth-Surf-Report/166/tide/uk/> (part live, part f/c)

<http://flychaps.blogspot.com/>

<http://www.khpa.co.uk/>

[http://www.dartmoor-ranges.co.uk/firing\\_notice\\_1.html](http://www.dartmoor-ranges.co.uk/firing_notice_1.html)

<http://paraglidetv.com/>

<http://www.paraglidingforum.com/index.php>